

INFORMATION.

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THE ADVERTISER, Edgefield, S. C.

"UNCLE JOE" HADDON.

An Unpublished Incident of the Famous Engineer's Life.

In the latter part of the Nineteenth century, Mr. Joseph Haddon—"Uncle Joe," as he was familiarly known, was a conspicuous personage in the bustling little town of Greenwood, S. C.

From that part of England he went to London, where he was employed about 1828 as engineer on a new road being built from that city to a point 20 miles in the country, where he remained four or five years, when he decided to go to America.

Young, full of vigor and hope, he bade his sisters and other kinsfolk farewell, before taking ship for the New Work.

Reaching New York, he disembarked, remaining in that city several months. From New York he went to Charleston, where he was employed as engineer on the South Carolina road, at that time the longest railroad in the world.

From the South Carolina road he went to Cuba, where he was employed as engineer on a road running out from Habana.

Later he returned to South Carolina, this time being employed as engineer at Dora's gold mine, in Abbeville county. In this county he was married, and has one daughter, now living at Cross Hill.

During all this time, covering a period of 40 years, the relatives of "Uncle Joe" for some unaccountable reason had received no information from him. Many letters of anxious inquiry as to his whereabouts were written, but all failed to bring the much desired information. It was more than a quarter of a century before his nearest relatives gave up all hope of ever hearing from him.

About 60 years after he had left England, "Uncle Joe" received a letter postmarked "Coshocton, Ohio, April 4, 1890." Here is the letter:

Coshocton, Ohio. April 4th, 1890. Mr Joe Haddon, Saluda, S. C.

Dear Sir: I had a brother who came to America over fifty years ago, and from whom we never heard anything until about two weeks ago, when a clipping came out in our county paper giving such a good description that we wrote to several of the papers of that State.

And yesterday, through the kindness of Messrs. T. H. Riley and M. C. Taggart, Greenwood S. C., by whom we were furnished your address, I write you to see if you are my long lost brother who left the north of Eng. and to come to this country and run a locomotive; and if you had two sisters, Mary and Margaret, who lived near Gateshead, Durham county, England.

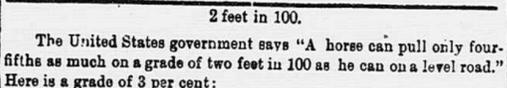
I am living with a son and daughter, and have one son married. Hoping that you will write as soon as you receive this, as we are very anxious to find you the person we are looking for. Yours in suspense, Margart Robson.

A letter enclosing one of "Uncle Joe's" photographs was immediately sent to his sister, who in return mailed one of her photographs to him. Up to the time of his death—about three years ago—both brother and sister were the recipients of many letters of affection from one another.—The State.

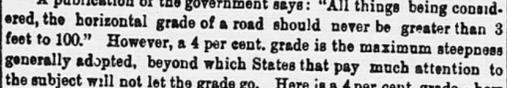
YOU KNOW WHAT YOU ARE TAKING When you take Grove's Tasteless Chill Tonic, because the formula is plainly printed on every bottle, showing that it is simply Iron and Quinine in a tasteless form. No Cure, No Pay. 50c

GOOD ROADS VS. BAD ROADS. HOW TO DO IT.

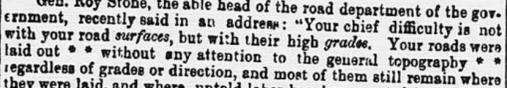
Let us make a study of "hills" in roads and see what difficulties they actually present, scientifically. Let's see how many of these grades we have in Edgefield county. Here is a 2 per cent. grade; that is a hill rising two feet in every hundred:



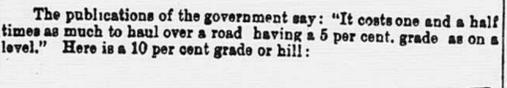
The United States government says "A horse can pull only four-fifths as much on a grade of two feet in 100 as he can on a level road." Here is a grade of 3 per cent:



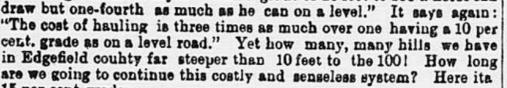
A publication of the government says: "All things being considered, the horizontal grade of a road should never be greater than 3 feet to 100." However, a 4 per cent. grade is the maximum steepness generally adopted, beyond which States that pay much attention to the subject will not let the grade go. Here is a 4 per cent. grade—how does this compare with Edgefield county's grades?



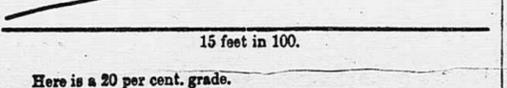
Gen. Roy Stone, the able head of the road department of the government, recently said in an address: "Your chief difficulty is not with your road surfaces, but with their high grades. Your roads were laid out * * * without any attention to the general topography * * * regardless of grades or direction, and most of them still remain where they were laid, and where untold labor has been wasted in trying to improve them. It would have been worth many millions to you to have had them systematically and skillfully laid out in the beginning. All your leading roads would have been kept down to the limit prescribed for hilly regions in other countries; that is, to a 4 per cent. grade, * * * instead of 10, 12 or 15 as you have them now. And if this had been done one-half the cost of all the hauling that has ever been done to and from your farms, etc., would have been saved." Here is a 5 per cent. grade:



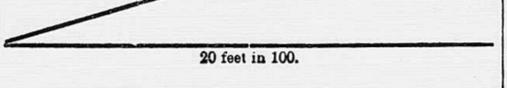
The publications of the government say: "It costs one and a half times as much to haul over a road having a 5 per cent. grade as on a level." Here is a 10 per cent grade or hill:



The government says: "With a grade of 20 feet to 100 a horse can draw but one-fourth as much as he can on a level." It says again: "The cost of hauling is three times as much over one having a 10 per cent. grade as on a level road." Yet how many, many hills we have in Edgefield county far steeper than 10 feet to the 100! How long are we going to continue this costly and senseless system? Here is a 15 per cent grade:



Here is a 20 per cent. grade.



Here is a 30 per cent. grade.



Let each of us compare these grades with hills that we know of along our roads and the force of them will appear to us. Here is a 50 per cent. grade, a rise of 50 feet in every 100.



We actually have some hills in Edgefield county of this steepness. Heaven knows what proportion of a load can be hauled up them. Heaven knows what the cost of all these hills of more than proper grade, is to us in Edgefield county in a year, doubtless as in Iowa for same territory, about \$200,000. The department says: "If a road goes over a hill when it might go around the labor and expense upon it are absolutely wasted. * * * It is a great error to continue to follow these primitive paths. The proper thing to do is to call in a good road engineer and have the location so changed as to throw the roads around the ends or along the sides of the steep hills and ridges instead of continuing to go over them."

Gen. Stone also says that in one township in New Jersey he calculated the "hills cost the people \$10,000 per annum. They have been paying this tax 100 years," he says, "and yet they wonder why they are poor."

In such states as Massachusetts, Connecticut, etc., no appropriation will be given to roads of more than about 4 per cent. grade. Senator Mayfield of this state writes to the government: "Pickens county, which is a mountainous one, has perhaps the best dirt roads in the state. Instead of crossing the hills as the old roads did, they were laid off so as not to exceed a rise of seven inches to the rod. This was done by Mr. Abasalom Talley, white county commissioner. * * * He had this work done extending through a period of 12 years."

As I stated last week the hills on our roads are far worse than all the holes, ruts, and mud; they are the chief hindrance to travel. Instead of hauling eight and ten bales of cotton, we haul two and three instead of hauling extra cost to all our hauling. As the government says, we ought to get a good road engineer and re-survey our roads, running them around the hills. This will do the roads more good than all the work that can be done on them from now to the crack of doom as they at present run. All the work in Christendom won't make "good roads" up the hills. Our county convicts and road

forces all over the county are throwing their work away, as the government so truly points out, by continuing to try to work these hills. Our county commissioners, as I understand it, have the authority to employ an engineer and inaugurate this work. If you will do so, Messrs. County Commissioners, we and future generations will rise up and call you blessed. PUBLICUS.

Clarks Hill, S. C. The "Big Three" Bitters. Remember that there are three kinds of the old household Remedy, Miesler's Herb Bitters. The "Yellow Label," is a superb tonic and appetizer, of the highest value in all cases of weakness. The "Red Label," is for LADIES ONLY, when suffering from their peculiar ailments. The "Green Label" is a specific for Blood Diseases: Scrofula, White Swelling, etc. Descriptive circulars mailed to any address. The "Yellow Label" is sold by druggists at \$1.00. The "Red and the Green Label" \$1.50 per bottle. Made by the Miesler Co., 400 N. Third Street, Philadelphia, Pa.

TO CURE A GOLD IN ONE DAY Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box.

Advertised Letters. List of letters remaining in the Post Office at Edgefield C. H., March 9, 1901.

Miss Mabel Satcher, Mr John Bresob, Soray Ben, Mr J Coffsky, William Dorn, Mr J C Earlerlin, Mr W R M Little, Mr Samuel Lewis, Sandy Springs, Frank Tucker, John Bg.

When asking for letters on this list say "advertised." Very respectfully, W. H. BRUNSON, P. M.

The Bank of Edgefield, EDGEFIELD, S. C.

Annual statement of the condition of the Bank of Edgefield at the close of business March 7, 1901.

Table with columns for RESOURCES and LIABILITIES. Resources include Loans and discounts, Real estate and bank bld'g, Safe and furniture, Judgments, Due from other banks, Cash in vault. Liabilities include Capital stock, Surplus, Undivided profits, Deposits, Bills payable.

State of South Carolina, County of Edgefield, I, E. J. Mims, Cashier of the Bank of Edgefield, do solemnly swear that the above statement is true to the best of my knowledge and belief. E. J. MIMS.

Sworn to before me this 7th day of March, 1901. B. B. JONES, (L.S.) Correct—Attest: Not. Pub. S. C. W. W. ADAMS, A. S. TOMPKINS, B. S. HOLLAND, Directors.

Engines and Boilers, Cyls and Presses.

Complete Cotton, Saw, Grist, Oil and Fertilizer Mill Outfits, Gin, Press, Cane Mill, and Shingle Outfits. Building, Bridge, Factory, Furic and Railroad Castings, Railroad, Mill Machinery and Factory Supplies. Belting, Packing, Injectors, Pipe Fittings, Saws, Files, Oilers, etc. We cast every day. Work 150 Hands.

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NOTICE.

By virtue of a resolution of the Board of Directors, a meeting of the shareholders of the Edgefield Building and Loan Association is called to take place at the Bank of Edgefield, Edgefield, S. C., on Thursday, March 28th, 1901, at 6 o'clock p. m., for the purpose of considering the question of increasing the capital stock of the said association from twenty thousand (\$20,000) dollars to a maximum of one hundred thousand (\$100,000) dollars. W. W. ADAMS, President, E. J. Mims, Secretary.

Thousands Have Kidney Trouble and Don't Know It.

How To Find Out. Fill a bottle or common glass with your water and let it stand twenty-four hours; a sediment or settling indicates an unhealthy condition of the kidneys; if it stains your linen it is evidence of kidney trouble; too frequent desire to pass it or pain in the back is also convincing proof that the kidneys and bladder are out of order.

There is comfort in the knowledge so often expressed, that Dr. Kilmer's Swamp-Root, the great kidney remedy fulfills every wish in curing rheumatism, pain in the back, kidney, liver, bladder and every part of the urinary passage. It corrects inability to hold water and cramping pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best. Sold by druggists in S. C., and S. I. sizes.

You may have a sample bottle of this wonderful discovery and a book that tells more about it, both sent absolutely free by mail, address Dr. Kilmer & Co., 233 N. 3rd St., Binghamton, N. Y. When writing mention reading this generous offer in this paper.

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